

# **CTC Bay Area Welcome: Bay Bridge Overview**



**California Transportation  
Commission Meeting**

March 5, 2013

**San Francisco-Oakland Bay Bridge  
New East Span Construction**

**Time-Lapse:  
April 2009 – November 2012**

# Main Cable Painting



# Main Cable Painting





# Suspender Painting



# Suspender Painting



# Bikepath Details





# Bikepath Details





# Skyway Lighting



# Yerba Buena Island Transition





# Oakland Touchdown





# Falsework Removal



# Falsework Removal





# Falsework Removal





# Falsework Removal



# Editorial

A8 | Saturday, March 2, 2013 | SAN FRANCISCO CHRONICLE AND SFGATE.COM

## San Francisco Chronicle

EDITORIAL *On Plans for a \$5.6 Million Bay Bridge Celebration*

### Humble time

**T**he opening of the new eastern span of the Bay Bridge on Labor Day weekend is a source of regional pride — and of regional embarrassment.

of this vital transportation link. Its cost has soared to more than \$6 billion, more than quadruple what was anticipated as it was going through the fits and starts of political meddling from the governor's office and the mayors of San Francisco and Oakland. Every west-bound driver that crosses the bridge is being hit with a \$3 toll surcharge to help cover the escalated cost.

And keep in mind: This enormous expenditure is not going to add a single lane to the bridge's capacity. This was about making it safe.

Now the Metropolitan Transportation Commission wants to tap into that toll fund to help bankroll a \$5.6 million celebration of the new span's opening.

Is this really cause for a grand celebration? How about a big sigh of relief.

If Gov. Jerry Brown and former San Francisco Mayor Willie Brown want to seize center stage at this celebration — as we suspect they will — they had better

did not occur during the years of delay they helped create. Back in 1999, when the new span estimate was just \$1.5 bil-

lion, the Browns were pushing to reposition the bridge south of the existing structure. Willie Brown was angling to preserve a proposed development on the eastern tip of Yerba Buena Island; Jerry Brown, then mayor of Oakland, wanted to halt the process for an international competition to design a "world class" structure. Five years later, Gov. Arnold Schwarzenegger jumped into the fray, proposing a scaled-back design to save a few hundred million dollars.

Bay Area drivers have sacrificed enough of their hard-earned dollars on political vanity. Every \$3 spent on the Labor Day weekend party keeps the project one more vehicle crossing away from covering the cost of a bridge that should have been completed many years ago. The MTC should seek private donations for the full cost of what should be considered a bittersweet celebration.

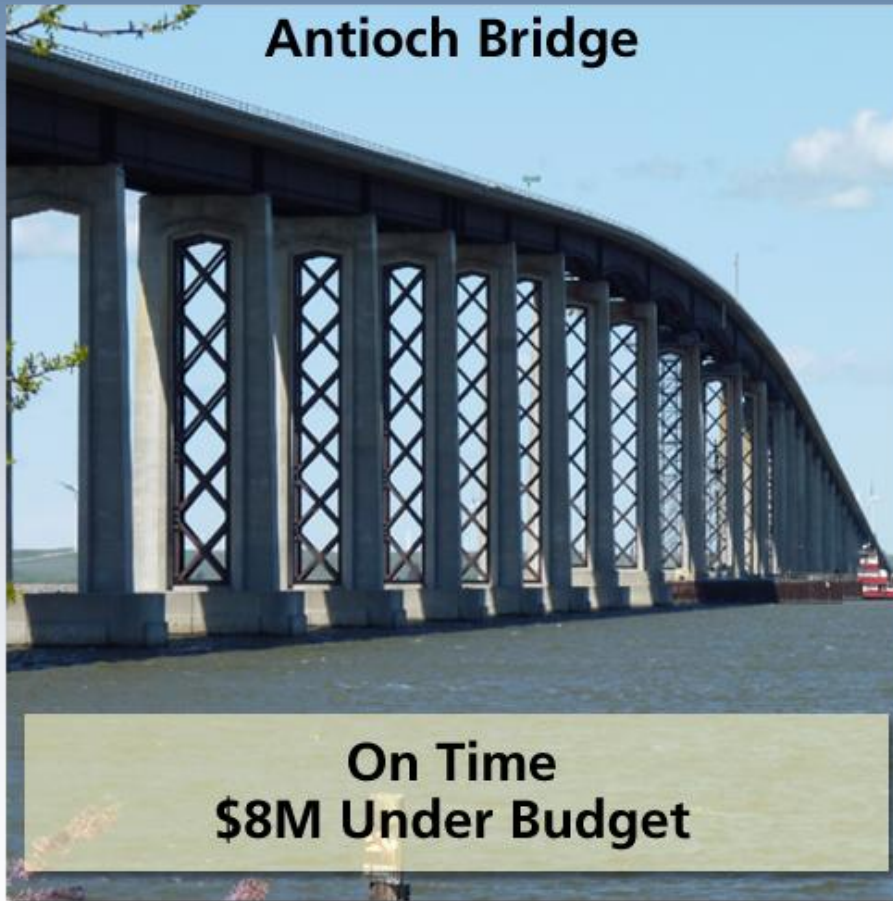


Carlos Avila Gonzalez / The Chronicle



# Antioch & Dumbarton Bridges Seismic Safety Completion

**Antioch Bridge**



**Dumbarton Bridge**

